

BEFORE THE WORKERS COMPENSATION BOARD OF THE STATE OF OREGON

WILLIAM COULTAS and CHRISTINE )  
 SCHWANENBERG, individually, and as )  
 Personal Representative of the Estate of )  
 ROARK SCHWANENBERG, )  
 )  
 Petitioners, )  
 )  
 vs. )  
 )  
 LIBERTY MUTUAL FIRE INSURANCE )  
 COMPANY, )  
 )  
 Respondent. )

WCB FILE NO.: C604:889331

AFFIDAVIT OF ROGER DOUGLASS

STATE OF ARKANSAS  
COUNTY OF CLEBURN

I, Roger Douglass, having been duly sworn do hereby depose and say that I make this Affidavit based upon personal knowledge of the facts contained herein, I am of the age of majority, and if called to testify at hearing or trial, can and will testify as follows:

1. I am a licensed helicopter pilot with approximately 6000 hours of experience in operating various models of helicopters, including the Sikorsky S-61.
2. I am also experienced in the emergency procedures recommended for the safe operation of the S-61, both from the manuals and from experience.
3. In August of 2008, shortly after William Coultas was involved in a crash involving an S-61, I visited Mr. Coultas while he was in the hospital.
4. At the time I visited Mr. Coultas, I was advised that he had just regained consciousness.

5. During my visit with Mr. Coultas, he began discussing what happened during the crash.

6. At that time, Mr. Coultas was very excited and agitated, but clearly stated that as the S-61 lifted off and moved out of ground effect normally and that he was looking out through the right side bubble for tree clearance and scanning.

7. He further exclaimed that just before the crash, he heard some unusual noises from the helicopter's number two (2) engine.

8. At that point, Mr. Coultas advised me that upon hearing the unusual noises, he came back into the helicopter's cockpit and immediately observed a split in the torque gauges for the number two (2) engine.

9. Mr. Coultas then told me that due to what he perceived to be an emergency situation involving the power, he immediately pulled the emergency throttle for the number two (2) engine as directed by the helicopter's operation manual. His immediate plan was to get free to the engine.

10. Although clearly still under the stress of the accident (he had just regained consciousness), he told me that number two (2) "lost power" and that he pulled the emergency throttle for the number two (2) because it was clear that the number two (2) engine of the helicopter had suffered a loss of power.

11. Though he was very upset at the time, Mr. Coultas told me that the reason that they crashed was due to a loss of power in the helicopter's number two (2) engine that was experienced shortly after leaving the landing area.

FURTHER AFFIANT SAYETH NOT.

[Redacted Signature]

Roger Douglass

STATE OF ARKANSAS

COUNTY OF CLEBURN

The foregoing instrument was acknowledged before me this 3rd day of December, 2010, by Roger Douglass who is personally known to me or had produced D.L. as identification and did take an oath.

[Redacted Signature]

NOTARY PUBLIC  
State of Arkansas  
My Commission Expires:

11-01-2014

